

Established February, 1845

PRICE, \$24 PER ANNUM

Shipping

— F —

Sailing Vessels.

FOR VICTORIA (VANCOUVER'S
ISLAND.)

The American Ship
"Sennatar,"

Rock Master, will load her
for the above Port, and will
have quick dispatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, February 13, 1882.

Notices to Consignees.

SHIRE LINE OF STEAMERS.
—
FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship, *Broomfield*, WILLIAMS
Commander, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that all Goods, including the cargo
per *Broomfield* from New York—with the ex-
ception of Opium—are being landed at the
risk into the Godowns of the Underwriter
at Warehouse, whence and/or from the
Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded on, un-
less notice to the contrary be given before
Noon To-morrow.

ADAMSON, BELL & Co.,
Agents.

COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.

with the above Steamer, are hereby in-
formed that their Goods—with the exceptio-
of Opium and Treasure—are being lande-
d and stored at their risk at the Company
Godowns, whence delivery may be obtained
immediately after landing.

signes, before noon to-day, the 28th
Inst., requesting it to be landed here.
Bills of Lading will be countersigned by
the Undersigned.
Goods remaining unclaimed after WED-
NESDAY, the 5th April, at Noon, will be
subject to rent and landing charges

G. DE CHAMPEAUX,*
Agent,
Hongkong, March 28, 1882. sp

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO.
THE Steamship *Suez*, Captain Dore, having arrived from the above Port, Consignees of Cargo are hereby requested to send in their Bills of Lading.

Cargo impeding the discharge of the Steamer—with the exception of Treasure—will be at once landed and stored.

All Claims against the Steamer must be
 presented to the Undersigned on or before
 the 8th April, or they will not be recognised.
 RUSSELL & Co.,
 Agents.
 Hong Kong, 14th Dec. 1892.

NOTICE TO CONSIGNEES.
GERMAN BARK "*LIVINGSTONE*,"
Capt. STEFFENS, FROM HAMBURG.

Vessel are hereby requested to send in their Bills of Lading to the Underwriters, to be signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and

STEAMSHIP & CO.,
 Agents.
 Hongkong, March 28, 1882.

NOTICE TO CONSIGNEES.
 FROM HAMBURG, PENANG AND

THE Steamship *Massalia*, Capt. SCHULTZ, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godown of the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-morrow, the 1st April.

Cargo remaining undelivered after the 5th April will be subject to rent.

Bills of Lading will be countersigned by
SIEMSEN & Co.,
Agents.
 Hongkong, March 31, 1882. sp2
COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter signature, and make immediate delivery. This Cargo has been landed and stored at their risk and expense.

Ex Iravaddy, 200 (in dia.), No. 238/91 = 30 cases Ver month, Order, from Marseilles.

Ex Natal, S W (in dia.), No. 7 = 1 case Perfumery, Order, from London.

Order, from Marseilles.
G. DE CHAMPEAUX,
Agent.
Hongkong, March 20, 1882.

For Sale.

MacEwen, FRICKEL & Co.

HAVE RECEIVED FOR SALE.

CHRISTMAS STORES AND
NEW AND SEASONABLE
GOODS.

EX FRENCH MAIL STEAMER.

MUSCATEL RAISINS.

METZ FRUIT.

ASSORTED COCAQUES.

GALLARD & BOWEN'S CONFECTIONERY.

BUTTER SCOTCH.

HONEY SCOTCH.

ROSE TOFFEE.

LEMON TOFFEE.

ROSE LIME JUICE CORDIAL.

PLUM PUDDINGS.

PATRAS CURRANTS.

VALENCIA RAISINS.

MACKINNON PEN.

LIVERMORE PEN.

LAWN TENNIS RATS.

LAWN TENNIS BALLS.

LAWN TENNIS SHOES.

EX STEAMER "Glenlivet."

STILTON CHEESE.

YORK HAMS.

CHRISTMAS CAKES.

TAYLOR'S DESSERT FRUITS.

CHOCOLATE AND RAISINS.

SMYRNA FIGS.

PICNIC TONGUES.

FILBERTS.

COCAUTINA.

VAN HOUTEN'S COCOA.

FRENCH PLUMS.

HUNTLEY & PALMER'S BISCUITS.

PATE DE FOIE GRAS.

MINCEMEAT.

CHOCOLATE-MENTHOL.

SAUSAGES.

BROWN.

ISIGNY BUTTER.

DANISH BUTTER.

BREAKFAST TONGUES.

ANCHOVIES.

ASPARAGUS.

SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES.

HERBET'S MONOPOL WHITE.

SEAL.

VEUVE CLICQUOT POISSARDIN.

JULES MUMM & Co., pils and quarts.

CLARETS.

CHATEAU LA ROSE, pils and quarts.

CHATEAU LA FITE, " " "

CHATEAU LA FITE, " " "

CHATEAU LA FITE, " " "

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Mails.

STEAM FOR

SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUER, PORT SAID,
MALTA, GIBRALTAR, RHODOS,
ANCONA, VENICE, PLYMOUTH,
AND LONDON.BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERIAN,
GULF PORTS, MARSEILLE,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
DOCKAN, Captain J. B. CHAPMAN, with
Her Majesty's Mails, will be despatched
from this for LONDON, via BOMBAY,
and SUEZ CANAL, on TUESDAY, the
4th April, 1882, at 4 p.m.Cargo will be received on board until
10 a.m. on the day of departure.Parcels and Special Goods at the Office
until 10 a.m. on the day of departure.Silk and Valuable Goods for Europe will be
transhipped at Point de Galle; Tea and
General Cargo for London will be conveyed
via Bombay without transhipment, arriving
one week later than by the ordinary direct
route via Galle.For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hongkong.The Conditions and Value of Packages are
required to be declared prior to shipment.Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bill of Lading.

A. McIVER, Superintendent.

Hongkong, March 24, 1882. ap4

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUER, ISMAILIA, PORT
SAID, SYRIAN PORTS, NAPLES,
MARSEILLE, AND PORTS OF
BRAZIL, AND LA PLATA.BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.ON MONDAY, the 10th day of April,
1882, at Noon, the Company's
S. S. N. A. T. A. L., Commandant DUBIER,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.Shipping Orders will be granted until
Noon of 9th April.Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on the
9th April, 1882. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)Contents and value of Packages are re-
quired.For further particulars, apply at the
Company's Office.G. DE CHAMPEAUX,
Agent.

Hongkong, March 30, 1882. ap10

Occidental & Oriental Steam-
Ship Company.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.THE S. S. ALABAMA will be despatched
for San Francisco via Yokohama,
on THURSDAY, the 13th April, 1882,
at 3 p.m.Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. on the
day previous to sailing.A Reduction of 25% made on all
RETURN PASSAGE ORDERS ISSUED.Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50, Queen's Road Central.CHAS. H. HASWELL, Jr.,
Agent.

Hongkong, March 29, 1882. ap13

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.THE Company's Chartered Steamer, Lennax,
having arrived from the above Ports, Consignees
of Cargo are hereby requested to
send in their Bills of Lading to the
Undersigned for counter-signature, and to
take immediate delivery of their Goods.Cargo impeding the discharge will be
at once landed and stored at Consignees
risk and expense.JARDINE, MATHESON & Co.
Hongkong, April 3, 1882. ap10

To-day's Advertisements.

THE Steamship Glenlivet having arrived
from the above Ports, Consignees
of Cargo are hereby informed that their
Goods—with the exception of Opium—are
being landed at their risk into the Godowns
of the Undersigned, whence and/or from
the Wharves or Boats delivery may be ob-
tained.Optional Cargo will be forwarded unless
notice to the contrary be given before
Noon To-day, the 3rd Instant.Cargo not remaining undelivered after the
10th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by
JARDINE, MATHESON & Co.

Hongkong, April 3, 1882. ap10

To-day's Advertisements.

THE Steamship Antonio, Capt. SEABORNE,
having arrived from the above Ports,
Consignees of Cargo are hereby requested
to send in their Bills of Lading to the
Undersigned for counter-signature, and to
take immediate delivery of their Goods
from alongside.Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignees' risk and expense, and no
Fire Insurance will be effected.Optional Cargo will be forwarded on to
YOKOHAMA, unless notice to the contrary be
given before Noon To-day, the 3rd Instant.All Claims against the Steamer must be
presented to the Undersigned on or before
the 12th Inst., or they will not be recognized.RUSSELL & Co.,
Agents.

Hongkong, April 3, 1882. ap10

To-day's Advertisements.

FOR SHANGHAI.

The Steamship "Glenlivet,"
Captain DUBIER, will be
despatched for the above
Port TO-MORROW, the 4th Instant, at
2 p.m.For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, April 3, 1882. ap4

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for CHEFOO, NEWCHANG, NING-
CHANG, HANKOW and Ports
on the YANGTZE.)The Steamship "Glenlivet,"
Captain DUBIER, will be
despatched for the above
Port TO-MORROW, the 4th Instant, at 3 p.m.For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, April 3, 1882. ap4

OCEAN STEAMSHIP COMPANY.

(Taking Cargo & Passengers at through rates
for CHEFOO, NEWCHANG, NING-
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on the YANGTZE.)The Steamship "Glenlivet,"
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Hongkong, April 3, 1882. ap4

FOR SHANGHAI VIA AMOY.

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Hongkong, April 3, 1882. ap4

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The Steamship "Glenlivet,"
Captain DUBIER, will be
despatched for the above
Port TO-MORROW, the 4th Instant, at 3 p.m.

tain to the best of our ability the good order and cleanliness we had succeeded in establishing during Sir Arthur Kennedy's administration. It is a matter of course to formulate charges against us which would have been better not to have made. Two of these charges I am compelled with reluctance to refer to here, because I notice they have been again, quite lately, reproduced with the view to justifying in your Lordship's sight the dismissal of Mr. Ayres from the post of Sanitary Inspector.

The first charge is, that either Dr. Ayres or Mr. Ayres, or both of us, allowed a portion of the night soil from Victoria Road to escape through a sewer in the goal yard; thereby endangering the health of the prisoners. I may briefly state, my Lord, that a charge of this kind cannot be made against me and that Governor Hennessy is aware that it is against the goal authorities he should properly refer it, for it is the goal authorities who solely and exclusively attend to the cleanliness of the establishment. Had they let Dr. Ayres know they allowed a portion of the waste matter to escape by the sewer, I have no doubt he would have advised them to discontinue the practice, but the truth of the matter is, the goal authorities who keep the premises in scrupulously clean order, so amply diluted the waste matter thus escaping by the sewer, and followed the escape by such an ample flood of clean water, that in reality no nuisance whatever was created by them to affect the health of the prisoners. Moreover, the sewer happens to be thoroughly well trapped, so that no escape of gas is possible into the goal yard. Any person, however, unacquainted with these circumstances, and going only by the language in which the Governor's charge is couched, would be likely to receive an unduly exaggerated impression of the alleged evil. It is therefore as well to rectify that impression by mentioning the whole truth.

Another charge preferred against Dr. Ayres and myself, and which I believe advanced as an additional reason why he should be dismissed, is that we have jointly advocated the introduction of water-closets into the colony. I need scarcely say, my Lord, that there is not the slightest ground for this allegation, and that it obtains no credence in Hongkong, where our views are only too well known to the public. It happens that both the Colonial Surgeon and his Excellency have used our common sense, and, over and over again, the most active opponents of the water-carriage system of conservancy for a town like Hongkong, the sewers of which are so imperfectly supplied with water. I am the first Surveyor General of Hongkong who has systematically declined to grant permits for the erection of water-closets in any new houses; and in this course of action I have received the Colonial Surgeon's entire support. Hoping to strengthen his accusation against us, Governor Hennessy reproduces and publishes some old regulations I made in 1875 for the protection of the water-supply in houses having water-closets, and his Excellency thinks these regulations prove that I contemplated the introduction of a water-carriage system of conservancy. The regulations in question, however, as his Excellency well knows, for I have had to disabuse his mind on the subject more than once, merely refer to those houses where I found water-closets already in existence, and water-closets which having been officially allowed by my predecessors, could not well or legally be ordered to be removed by me, and in respect of which therefore it became necessary to devise rules for the safety from contamination or pollution of the water supply. The rules (*vide* Appendix H) did not in any way contemplate the encouragement of water-closets all over the town as the Governor desires to make out, and I have to protest against an strained and far-fetched interpretation of the rules on the part of his Excellency.

Governor Hennessy also thinks he perceives an intention on my part to introduce the water-carriage system of conservancy, in the following passage, which he quotes from my printed Water Supply Report of 1873:—"Our markets, slaughter-houses, and public latrines all require water in its greatest plenitude to remove as expeditiously as possible all noxious and decomposing matters which at present vitiate the surrounding atmosphere." His Excellency having made the foregoing passage the subject of public charge, in which he imputes to Dr. Ayres and myself as an additional justification of that officer's suspension from the post of Sanitary Inspector, it is necessary I should explain that the passage in question simply pleads for an increased use of water in the kitchen and in the scullery, and in the beginning of the morning, and our markets, slaughter-houses, and public latrines, and that it does not plead for the introduction of water-closets as alleged by Governor Hennessy.

But if Dr. Ayres and myself are active opponents of the water-carriage system of conservancy in the town, which he little knows, in the following passage, which he quotes from my printed Water Supply Report of 1873:—"Our markets, slaughter-houses, and public latrines all require water in its greatest plenitude to remove as expeditiously as possible all noxious and decomposing matters which at present vitiate the surrounding atmosphere." His Excellency having made the foregoing passage the subject of public charge, in which he imputes to Dr. Ayres and myself as an additional justification of that officer's suspension from the post of Sanitary Inspector, it is necessary I should explain that the passage in question simply pleads for an increased use of water in the kitchen and in the scullery, and in the beginning of the morning, and our markets, slaughter-houses, and public latrines, and that it does not plead for the introduction of water-closets as alleged by Governor Hennessy.

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so the necessity of inquiring into and abating the evils I have disclosed. During the last year of Sir Arthur Kennedy's administration the town had the reputation of being the cleanest in the East, and there is no reason why it should not regain its old reputation.

The filthy condition of the cities and villages of Southern China, sickening and revolting beyond all power of language to describe, arising out of a combination of ignorance and neglect on the part of the authorities, and objectionable personal habits on the part of the people, should surely demonstrate that in a British colony like Hongkong, with so many European lives to be jeopardized, it is not to a guild of native traders that the Executive should apply for its sanitary maxims. I cannot but think the wishes of your Lordship would be more correctly interpreted by Governor Hennessy seeking, in preference, the counsel and assistance of the proper professional officers provided for the purpose by Her Majesty's Government, and who by their experience and technical training are likely to be better acquainted with the principles of public hygiene than the Reverend Dr. Eitel and the Chinese, at present the only persons consulted.

The subjects of inquiry which I would earnestly urge on your Lordship, in addition to that specified in paragraph 6 of this letter, are the following:—

(i.) The causes of the dispirited action of the higher sanitary officers of the Colony, and the relaxed surveillance of the Nuisance Inspectors.

(ii.) The spread of insanitary human habitations by Chinese tenants, and the neglect of the sanitary authorities in dealing with them.

(iii.) The necessity for an increased public water supply for domestic use, and for the increased dilution of the sewage.

I have long been aware that an efficient scheme of sanitation for Hongkong cannot be arrived at without legislation, owing to the present dispirited and somewhat contradictory scraps of sanitary law contained in the Ordinances of the Colony, and having given the subject some years' study and attention in conjunction with the Colonial Surgeon, I would have proposed a new Local Health Act to Governor Hennessy had he been able to entertain the hope that his Excellency would consider proposals of any kind emanating from myself. But should a Colonial Office inquiry into Hongkong sanitary matters satisfy your Lordship that legislation is necessary, I beg, in my capacity of Surveyor General and as a sanitary engineer of some years' standing, to offer your Lordship my services in pointing out the more important errors and omissions of the present very imperfect local Ordinances, and the extensions and amendments which I think it will be desirable to introduce.

REUTER'S TELEGRAMS.

[RECEIVED AT THE "CHINA MAIL"]

(Per E. E. A. & Co. Telegraph Co.'s Line.)

INDISPOSITION OF PRINCE LEOPOLD.

LONDON, April 1.

The Prince Leopold is indisposed, and his marriage will probably be postponed.

THE QUESTION OF ARRIVALS OF RENT IN IRELAND.

LONDON, April 1.

The Premier, in reply to a question, said that he would consider the matter of arrears of rent in Ireland during the recess.

THE OXFORD AND CAMBRIDGE BOAT RACE.

LONDON, April 1.

Oxford won by several lengths.

LOCAL AND GENERAL.

THE JONATHAN BOURNE came out of Aberdeen Dock yesterday, and the S. S. *Suez* undocked at the same place to-day.

It is notified that Mr. James Russell resumed his duties of Colonial Treasurer, and assumed the duties of Registrar General on the 13th inst.

His Excellency the Administrator has been pleased to appoint, provisionally, Captain H. G. Thomson, R.N., to be Acting Police Magistrate.

His Excellency the Administrator has been pleased to recognize, provisionally and until further notice, Mr. Rudolph Buschmann as in charge of the Netherlands Consulate at this port.

THE AGENTS (Messrs. Butterfield and Swire) inform us that the O. S. S. Co. Steamer *Archives*, from Liverpool, left Singapore yesterday afternoon for this port and Shanghai.

THE FRENCH man-of-war *Villouy*, Captain M. Dewatre, arrived from Shanghai this morning, and exchanged salutes with the Port, Rear-Admiral Sullivan, and Commodore von Blane of the *Stech*.

THE English mail will, during the summer months, according to present arrangements, leave at daylight on Wednesday, but the hours fixed will obviate night work. The posting with late will be from 5.10 p.m. to 5.30 p.m., and the supplementary mail will be closed at 9.30 p.m.

A BAZAAR in behalf of the orphans at the Italian Convent, Caine Road, is to be held on Monday, the 10th April, at two o'clock in the afternoon. It is to be hoped that the many friends of the Italian Sisters of Charity will gather in strong force on the occasion to help on the good work being done.

THE Registrar-General's department seems to be awakening from the moribund condition in which it has so long lain; and under the rule of the gentleman who now holds the reins of office, many important reforms may be looked for. A step in the right direction has been taken by the appointment of Mr. C. Wessington, Assistant Engineer of the Fire Brigade, as Inspector of the Jinnikeha and Chair Traffic of the Colony. We may now expect to see something like order where all was chaos.

We have seen letters from Peking dated 20th March, and from Tientsin dated 22nd. The opinion of most foreign residents in the two northern cities was that the chances were apparently very unfavorable for the K'ai-ping mines, and that there are grave reasons for expecting that the coal-pits would be closed by Imperial edict. If the opinions we give are confirmed, grievous injury will be done to the numerous shareholders. The *North-China Daily News* confirms our own reports.

In the annual struggle between the Universities, the Dark Blues have again walked off with the honours, thus reaching their twenty-first victory as against the seven-teenth for Cambridge. The University Race is now about the only great sporting event, which is left free of suspicion, and those who put their money on either crowd can depend on honest efforts to win, which is more than can be said of many other things which make much stir in the sporting world.

CAPTAIN WILLIAM HYDE, Commander of the *Perambula*, died at the Government Civil Hospital on Saturday evening, and was buried in the Happy Valley yesterday afternoon. Captain Hyde received a stroke of paralysis on the 24th of March while on a voyage from Saigon to this port, and immediately on arrival was removed to hospital, where he was tended in the most careful manner, but without avail, as he never rallied. The deceased Captain was greatly esteemed by all those with whom he came in contact, and, though of a retiring nature, ingratiated himself with all his associates. Those who knew him well will feel greatly grieved at his premature death.

We have to acknowledge receipt of the Second Instalment of the *Mémoires* concerning L'Histoire Naturelle de L'Empire Chinois, by the Fathers of the Company of Jesus at Shanghai. The instalment in question embraces Père Hende's Notes on land shells found in the valley of the Blue River. The letterpress is written in Latin and in French, and like Père Hende's previous works, are marvels of conscientiousness and clearness. The plates are very finely lithographed and printed. Indeed the work comes out in the form of an *édition de luxe*, and reflects the greatest credit on the Printing House Authorities of the Catholic Mission Ophanage at T'ou-ai-wu. We may mention that this work has been partially prepared for foreign residents in China, whom the author invites to verify his researches, to increase the number of specimens, and to make new discoveries of their own.

A CORRESPONDENT writes:—Referring to your paragraph about the porcine-alcoholic experiments, now being conducted in Holland, Dr. Richardson, the scientific advocate of temperance, has already anticipated the Hague experimentalists. He mentions in a contribution to the *Gentleman's Magazine* in 1878, an instance of a fellow drunkard dying of "cirrhosis of the liver." Examples are there furnished as to how dumb creation may learn to enjoy (i) drink and (ii) man. Hopotically, it is a case of pet pigeon that required a liking and craving for alcoholic vapors, and would walk into his laboratory in order to gratify the same. Dr. Richardson's paper—like all those written on the same topic—would amply repay perusal. He has made some valuable remarks on the influence of alcohol on animal temperature; and his pathological specimens, to which he frequently refers in his writings, would perhaps render the Dutch trials almost superfluous.

A TEMPERANCE Hall concert will be held on Thursday, 5th April, at 8.30 p.m. (admission free; Civilian 20 cents). The following is the programme:—

Pianoforte Duet: "Grand Valse," Duet "Larkwood: Watch," Recitation "Misadventures at the Regatta," Glee "Evening Song," Comic "Cuddie Pot," Song "Tom Bowling," Piano Duet "Precious," Glee: Song "London Bridge," Recitation "The Charge at Balclutha," Song "Big Ben," Glee "Lovely Night," Song "I knew that he was dreaming," Song "Dorlin's Night."

THE Right Honourable the Earl of Kimberley, Her Majesty's Principal Secretary of State for the Colonies, has been pleased to approve of the following appointments made by His Excellency Governor Sir John Pope Hennessy, K.C.M.G.:—

Colonial Secretary's Office.—Mr. Louis Gonzales d'Almeida e Castro, to be fourth clerk; Mr. Herbert Department, to be fifth clerk; Mr. J. L. de S. Alves, to be second clerk; Mr. A. R. Gutierrez, to be third clerk; Mr. A. C. Botelho, to be fourth clerk; Mr. H. W. Sampson, to be fifth clerk.

His Excellency the Administrator has been pleased to make the following provisional and temporary appointments in the Government Central School:—

Mr. Lau Ho, Acting Fourth Assistant Master, to be Acting Third Assistant Master; Mr. Luk King-fo, Acting Senior Pupil Teacher, to be Acting Fourth Assistant Master; Mr. Ahmet Ramjahn, Acting Junior Pupil Teacher, to be Acting Senior Pupil Teacher; Mr. Chan Tsung-fat, Acting First Monitor, to be Acting Junior Pupil Teacher; Mr. Ho Chien-chung, Acting Second Monitor, to be Acting First Monitor; Mr. M. Alaraka, Acting Third Monitor, to be Acting Second Monitor. These appointments will date as from the 9th January, 1892.

The following letter appears in the *Government Gazette*:—

THE R. E. A. & Co. Telegraph Co., Limited.

Hongkong, 23rd March, 1892.

Sir, I am in receipt of your letter of 20th inst., and for the information of His Excellency the Administrator I have the pleasure to tell you that my Directors have authorized me to arrange for the free transmission of a daily weather report from Manila to Hongkong, and vice versa. The

first was received from the Director of the Manila Observatory yesterday evening, and a copy has been forwarded to Captain Thomson, with a request that I may be furnished with similar observations for transmission to Manila.

I have the honour to be, Sir, Your most obedient servant,

J. ENOS SQUIRE, Acting General Manager.

To Hon. W. M. D'Almeida, M.A., Acting Colonial Secretary.

THE engineers of the Spanish steamer *Leon XIII.*, whose case has been exciting so much interest at Singapore, have been released by the Captain General of the Philippine Islands. The *Strait Times* says:—"The Colonial Government, we learn, received a telegram this morning (25th) from the British Consul at Manila to the effect that the Captain General of the Philippine Islands had handed over to him the three English Engineers on board the steamer *Leon XIII.* This information was at once communicated by H. E. the Governor to the Chief Justice, and His Honor thereupon liberated the Captain of the *Leon XIII.* at noon to-day. The S. S. *Leon XIII.* was timed to arrive at Manila only yesterday (24th) afternoon, so the deliverance of the men to the English Consul must have taken place at once on her arrival. We cannot but rejoice at the good sense and prompt action which the Captain General appears to have displayed in this matter. Mr. Wardrop and his Second and Third Engineers may be expected here, we are informed, by the next steamer from Manila, unless they go on to Hongkong by one or other of the English men-of-war now at the Philippines.

THE *Straits Times* says:—"The friends of our second Colonial Governor, Sir Andrew Clarke, will be glad to learn that he is likely again to be employed in the Colonies. From a private letter, we hear that he had been offered the Governorship of British Guiana, but, for family reasons, he had been unable to accept this appointment. It is most probable, however, that his services will be called on to be employed in the Colonies. From a private letter, we hear that he had been offered the Governorship of British Guiana, but, for family reasons, he had been unable to accept this appointment. It is most probable, however, that his services will be called on to be employed in the Colonies.

CONSTABLE JAMES FORBES visited the house No. 96, Second Street, and, after search, found two small iron pots and two tin boxes, containing about ten pounds of opium, one pot of opium dross, and one pair of scales, a tray and brass pan and strainer in the possession of the first defendant. Several articles of the same description were found in possession of the second defendant in the same room. The defendants admitted the charge, and were fined \$200, or six weeks' imprisonment each, and if the fine was paid, the penalty was to be handed to the holder of the exclusive privilege. The opium was ordered to be forfeited and given to the Opium Farmers.

DESTROYING A VEGETABLE GARDEN.

CHUNG YAU was sentenced to three months' imprisonment with hard labour for having stolen 7 lbs. of copper nails from the American ship *Jonathan Borne*, at Aberdeen Docks on the 1st inst.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

VIOLENT BEHAVIOUR OF A GERMAN SEAMAN. Paul Focht, a German seaman on board the *Stech*, was fined \$1, or three days' imprisonment for having assaulted one of the inmates in the licensed brothel No. 131, Ladder Street yesterday evening. The seaman had behaved in a violent and outrageous manner, and alarmed the inmates to a considerable degree.

(Before H. G. Thomson, R.N.)

LARGELY. YONG YAU, hawker, was sentenced to fourteen days' imprisonment with hard labour for having stolen a cotton jacket from the boat of Fan Lai, hawker, on Saturday at Aberdeen. Four previous convictions are recorded against him.

UNLAWFUL POSSESSION. WO ASU, a boy of 13 years of age, was convicted of the unlawful possession of a piece of piping, which he said he had picked up in the road at Pokfulam, on the 1st inst. Fined \$1, and given the option of suffering fourteen days' imprisonment for his offence.

DRUNK AND DISORDERLY. JOSEPH GUNES was found lying drunk in Lascar Road on Saturday by a Sikh constable, whom Joseph assaulted with his fist when the constable was arresting him. The Magistrate fined him \$5, or fourteen days' imprisonment.

"A STRANGER." JOHN BERRY, an unemployed seaman, after being convicted of begging from house to house in Upper Lascar Row, and also from people on the street while under the influence of liquor on the 26th inst., was sentenced to three months' hard labour. He denied ever having been in gaol, although he had been in three previous occasions imprisoned. BERRY is a Russian Finlander and came to Hongkong in March of last year, and when apprehended was without a fixed place of abode, and without visible means of subsistence.

OFFENCES AGAINST THE OPIUM RULES.

KWONG HOING SHUN and CHANG HING, traders, were charged with being in possession of about 13 lbs. of prepared opium on the 1st inst., without having a permit from the Opium Farmers.

CONSTABLE JAMES FORBES visited the house No. 96, Second Street, and, after search, found two small iron pots and two tin boxes, containing about ten pounds of opium, one pot of opium dross, and one pair of scales, a tray and brass pan and strainer in the possession of the first defendant. Several articles of the same description were found in possession of the second defendant in the same room. The defendants admitted the charge, and were fined \$200, or six weeks' imprisonment each, and if the fine was paid, the penalty was to be handed to the holder of the exclusive privilege. The opium was ordered to be forfeited and given to the Opium Farmers.

DESTROYING A VEGETABLE GARDEN.

CHUNG YAU was sentenced to three months' imprisonment with hard labour for having stolen 7 lbs. of copper nails from the American ship *Jonathan Borne*, at Aberdeen Docks on the 1st inst.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

THE *Shanghai Courier* says:—Messrs. Boyd and Co.'s lower dock, which is the largest in Shanghai, has just met with an accident which will probably interfere for a time with the general working of the establishment. It appears that a leakage has taken place which will occupy some time to repair. We hear that the barque *Chines* and a brig, which were in dock, were partially filled with water. Eventually, to save the dock from being destroyed, the water was let in to the extent of 12 feet, and this quantity was deemed sufficient for the safety of the ships. It is a pity that the dock should have been so damaged, as it is the only one of the kind in the city, and its destruction would be a great loss to the community.

After hearing the learned counsel on both sides, Mr. Mackean for the defendant, the respondent, and the learned Attorney General and Mr. Francis for the appellants, and after a more careful consideration than I could give the subject in Chambers, I have come to the conclusion that the order should be rescinded. The reasons are as follows:—I cannot agree with the argument that in an application to release a man, committed in this way, a Judge is debarred from looking at circumstances which have arisen subsequently to the commitment, and that he can only look at facts which show that the original warrant was granted upon insufficient or illegal grounds; or that the defendant was privileged from arrest. I think that the Judge might properly consider any facts which would entitle the defendant to be released. I also think that the warrant having been granted unless some original defect in the proceedings is shown, or that there was no debt or that it is proved to the satisfaction of the Judge or that the defendant had or has no intention to leave the Colony, the plaintiff has a right under sub-sections 3, 4 and 9 to have bail given, or to deposit funds or to the commitment of the defendant. The order in the first instance is entirely in the discretion of the Judge, but that having been exercised, and the defendant having been committed, he ought not to be released without very good reason, to the injury of any rights the plaintiff may have. No hardship need arise from that reason because if proper steps are taken the plaintiff will not be allowed to sleep upon his remedies, but he will be compelled to elect to come in and prove his debt, and so to discontinue his action, or to proceed with it. The action was brought under the Bills of Exchange, Summary Proceedings, Section 84 of the Code, and at the expiration of seven days from the service of the writ the plaintiff was entitled to judgment, the defendant not having appeared. The defendant could have compelled him long ago to proceed or to discontinue—though without compelling the plaintiff was not bound to proceed to judgment. For these reasons and as the defendant by continuing elected to put himself in the jurisdiction of the Court of Bankruptcy, I think that he must apply to that Court for his release, under Sect. 57 of the Bankruptcy Ordinance. In *Stewart v. Waugh*, 33 L. J. Q. B., p. 86. The application will then be dealt with on its merits and on grounds different from those which can be entertained here. It is difficult to keep distinct the jurisdictions of these two branches of the Supreme Court, but it is imperative to do so, and I have tried to indicate here the conditions under which a Court of Common Law will exercise its powers of discharging a bankrupt prisoner.

The Chief Justice said:—

In this case I am of opinion that the respondent must be left to obtain his discharge from prison if he can, under the provisions of the Bankruptcy Ordinance, and I consent generally in the reasons given by Mr. Justice Snowden for arriving at that conclusion. The respondent in his affidavit alleges that he was not his intention to leave Hongkong, but it is necessary for him, according to the authorities, to do more than that, he must show facts negating such intention. This, considering the statements made in the affidavits filed on the part of the appellants and which statements are uncontradicted, he has not done to my satisfaction. The respondent also alleges that he has filed a petition in bankruptcy, but I do not consider that that is a sufficient ground to discharge him in this Court in the present stage of the Bankruptcy proceedings, *Stewart v. Waugh*, 33 L. J. Q. B., p. 86.

The Attorney General applied for costs. Mr. Mackean asked for the postponement of the consideration of the question of costs until after the proceedings in Bankruptcy. Their Lordships, however, granted costs in favour of the appellants.

IN SUMMARY JURISDICTION. (Before the Hon. F. Snowden, Puisne Judge.)

SANDER & KU TANG \$608.

Mr. Messop, of Messrs. Denny and Messop, represented the plaintiff, and Mr. Sharp, of Messrs. Sharp, Toller and Johnson, appeared for the defendant.

This was a claim for the above amount for goods delivered to the defendant. The entire claim was admitted, but the defendant asserted that the \$120 of the whole sum had already been paid to Sander & Co.'s compounder, who represented the firm at the time the goods were made, but who was now out of the employ. The case was adjourned to allow the defendant an opportunity of producing receipts for the sums alleged to have been paid.

KU TANG AND ANOTHER v. TANG WAN CHIN.—\$568.

Mr. Messop appeared for the plaintiff, and Mr. Sharp for the defendant.

This was a claim for goods supplied to the defendant. The defence was that the goods were supplied to Sander & Co.'s compounder as security for a private debt, and were not to be taken by the defendant. The goods are at present, in Messrs. Sander & Co.'s godowns, but that firm are prepared to hand them over at any moment. The case was adjourned.

CHINA. (N. C. D. News.)

We regret to hear of the attempted suicide of a foreigner at Tientsin, who by last account lies in a most precarious condition. The T'ao-tai has issued a proclamation forbidding the use of kerosene in the city, and ordering all householders to revert to bean-oil instead.

Mr. Tong King-sing left for Tientsin by the s.s. *Haeing* on Sunday afternoon. His journey, we believe, is connected with the closing of the K'ai-ping mines. The confidence of the Chinese in the K'ai-ping mines seems to be returning, as we hear that the shares, after being sold at 35 per cent. premium last week, are now at 120 per cent. premium, at which price transactions are said to have taken place. We regret accordingly to say that we have received news of the official sources that puts the prospects of the K'ai-ping coal-mines in the worst possible light, and confirms all that we have heard about the deed set being made at Li. One of our Correspondents writes privately:—"There is trouble brewing in Peking for the K'ai-ping coal-mines. The enemies of progress and of the Viceroy are again clamouring against the danger of *Ang-sing* to the 'pulse' of the Subterranean Dragon, caused by the deep shafts and spreading galleries of

Insurance.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
 PERMANENT RESERVE.....Tls. 230,000.00
 SPECIAL RESERVE FUND.....Tls. 288,936.17

TOTAL CAPITAL AND RESERVE.....Tls. 938,936.17

April, 1881.....

Directors:
 F. B. FORBES, Esq., Chairman.
 W. M. BOYD, Esq., Wm. MEYER, Esq.,
 J. H. PINCKNEY, Esq., F. D. HITCH, Esq.,
 Esq.

HEAD OFFICE—SHANGHAI.
 Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs BARRING BROTHERS & Co.,
 Bankers.

RICHARD BLACKWELL, Esq., Agent,
 18 and 19, Cornhill.

Policies granted on Marine Risks to all parts of the World.

Subject to a Charge of 12 1/2 per cent. on Shareholders' Capital, all the Profits of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the Premium paid by them.

RUSSELL & Co.,
 Agents.

Hongkong, May 20, 1881. 10082

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

Unlimited Liability of Shareholders.

THE Undersigned having been appointed Agents for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

GEO. R. STEVENS & Co.
 Hongkong, July 1, 1881.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
 Hongkong, July 25, 1872.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Buildings at 1/2 per cent. net premium per annum.

NORTON & Co., Agents.
 Hongkong, May 19, 1881.

MANCHESTER FIRE INSURANCE COMPANY OF LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling, of which is paid up £100,000.

Reserve Fund upwards of £250,000.

Annual Income £150,000.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Poochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
 Hongkong, October 16, 1888.

PRUSSIAN NATIONAL INSURANCE COMPANY OF STETTIN.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances against FIRE at Current Rates.

MEYER & Co.
 Hongkong, May 10, 1881. 10m982

Intimations.

THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom it is to be found, the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Peking, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,
 China Mail Office.

FOR SALE.

ABOUT 2,000 THE MIRROR and RICHARD'S

Waterford Hotel BOURGEOIS

TYPE, No. 19, (convenient worn but in

fair good condition).

Apply to

OFFICE OF THIS PAPER.

Hongkong, July 22, 1881.

Visitors' Column.

We have instituted an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the city, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum.—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.

General Post Office, Hongkong Club, German Hall, Supreme Court, &c., within a stone's throw.

Lusitania Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. B. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Garden Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MAC- EWEN, FRICKEL & Co.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BARRELS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullway Boats.

Half hour, ... 10 cts. Hour, ... 20 cts.

Three hours, ... 50 cts. Six hours, ... 70 cts.

Day (from 6 to 6), One Dollar.

TO VICTORIA FERRY.

Single Trip.

Four Coolies, ... \$1.00

Three Coolies, ... 0.75

Two Coolies, ... 0.50

Four Coolies, ... \$1.50

Three Coolies, ... 1.20

Two Coolies, ... 1.00

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coolies, ... \$0.60

Three Coolies, ... 0.50

Two Coolies, ... 0.40

Return (direct or by Pok-foo-lum).

Four Coolies, ... \$1.00

Three Coolies, ... 0.85

Two Coolies, ... 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak, ... \$0.75 each Coolie.

(12 hours) (Gap, ... \$0.60 each Coolie.

Licensed Bearers (each).

Hour, ... 10 cents.

Half day, ... 35 cents.

Day, ... 50 cents.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900

picals, per Day, ... \$3.00

1st Class Cargo Boat of 8 or 900

picals, per Load, ... 2.00

2nd Class Cargo Boat of 600

picals, per Day, ... 2.50

2nd Class Cargo Boat of 600

picals, per Load, ... 1.75

3rd Class Cargo Boat or Ha-kau Boat of

300 picals, per Day, ... 1.50

3rd Class Cargo Boat or Ha-kau Boat of

300 picals, per Load, ... 1.00

3rd Class Cargo Boat or Ha-kau Boat of

300 picals, Half Day, ... 50

Sampans.

or Pullway Boats, per Day, ... \$1.00

One Hour, ... 20

Half-an-Hour, ... 10

After 5 P.M., ... 10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, ... 33 cents.

Half Day, ... 20

Three Hours, ... 12

One Hour, ... 5

Half Hour, ... 3

Nothing in the above Scale to affect private agreements.

WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

SHARE LIST.—QUOTATIONS. APRIL 3, 1882.

Stocks.	No. of Shares.	Value.	Paid-up.	Reserve.	Working Account.	Last Dividend.	Dividend.	Cash.
BANKS								
HK. and Shanghai Bank	40,000	125	125	\$2,100,000	63,539.40	40	113 1/2	\$208 [p.h.]
INSURANCE								
N.H. China Ins.	1,000	2,000	2,000	238,800	251,044.91	75	117 1/2	"
Yangtze Ins.	1,200	350	350	506,488	18,447.56	12 1/2	171	"
Union Ins. Soc.	600	2,500	600	381,787	437,688.68	144 1/2	31000	"
China Traders Insurance	600	1,666.60	600	475,000	91,288.49	20 1/2	31600	"
C'lon Ins. Office	10,000	250	250	80	—	—	855	"
Chinese Ins. Co.	1,500	1,800	200	100,378	—	6 1/2	8200	"
H.K. Fire Ins.	2,000	1,000	200	823,848	263,498.2	87 1/2	8200	"
China Fire Ins.	4,000	500	100	493,632	144,536.91	15 1/2	8200	"
STEAM COMPANIES								
H.K. and M. Steamship	8,000	100	75	135,000	18,008.06	5 1/2	808	"
MISCELLANEOUS								
H.K. & Whampoa Dock	10,000	125	125	\$147,603 1/2	3,180.53	4 1/2	53 1/2	prem. [101] p.h.]
H.K. & Whampoa Dock	5,000	10 1/2	10 1/2	7,489	—	—	—	"
H'kong Hotel	2,000	100	100	—	—	—	—	"
China Sugar Co.	6,000	100	100	—	5,324.71	—	8164	"
H'kong Ice Co.	1,250	100	100	6,250	1,880.51	—	8132	"
H'kong Bakery	600	50	50	—	152.31	—	856	"
LOANS								
Chi. Imp., 1874	6,270	100	all	8 1/2	June 30 Dec 31	—	—	"
" 1877	10,040	100	all	8 1/2	Feb. 28 Ag. 31	—	—	"
" 1878	3,899	500	all	8 1/2	April & Oct.	—	—	"
" 1881	8,565	500	all	8 1/2	June & Dec.	—	3 1/2	prem.
Sugar Debentures, 1880...	600	\$300,000	all	8 1/2	June & Dec.	—	3 1/2	"

* For half-year ended 31st Dec., 1881. † To 30th April, 1881. ‡ For year 1880.

For half-year ended 30th June, 1881. § For year 1880.

EDWARD GEORGE, Share Broker.

Hongkong Rates of Postage.

(Revised January 1st, 1882.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must any whatever be inserted except book fold Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route.—

Letters, 10 cents per 1/2 oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Galle, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Costa Rica, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates.

Letters, 10 cents per 1/2 oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases provided—

1. That the sender duly observed all the conditions of registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, shipwreck, or by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, jewelry, &c., which, though insured, are in a broken or deteriorated condition.

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW.

By E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LAY, CHAPMAN & Co., Hongkong, and at the China Mail Office.

Hongkong, December 6, 1870.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Shipping or midway between these are marked C, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf